



County of Los Angeles
CHIEF ADMINISTRATIVE OFFICE

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DAVID E. JANSSEN
Chief Administrative Officer

January 11, 2005

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Board of Supervisors
GLORIA MOLINA
First District

YVONNE B. BURKE
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

Dear Supervisors:

**AIRPORT COURTHOUSE PARKING
(SECOND DISTRICT) (3-VOTES)**

IT IS RECOMMENDED THAT YOUR BOARD:

1. Receive and file the parking management report on the Airport Courthouse contained herein.
2. Instruct the Director of Internal Services to install signage and to make appropriate changes in existing signage at the Airport Courthouse to direct visitors to available on-site and off-site parking within 90 days.
3. Authorize the Interim Director of Public Works to provide 28 time-limit spaces for public parking along the west side of La Cienega Boulevard from the Airport Courthouse Driveway to 120th Street within 90 days.
4. Adopt a traffic regulation order prohibiting parking for a period of longer than two hours between 7:30 a.m. and 5:30 p.m., Monday through Friday, on the Westside of La Cienega Boulevard between Pacific Concourse Drive and a point 175 feet northerly, Lennox area (Supervisory District 2).
5. Adopt a traffic regulation order prohibiting parking for a period of longer than four hours between 7:30 a.m. and 5:30 p.m., Monday through Friday, on the Westside of La Cienega Boulevard between Pacific Concourse Drive and 120th Street, Lennox area (Supervisory District 2).
6. Find that the provision of time-limit parking along La Cienega Boulevard is categorically exempt from the California Environmental Quality Act (CEQA).

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended actions is to receive and file the parking management study of the Airport Courthouse contained herein, improve signage at the Airport Courthouse to better direct jurors and public visitors to appropriate on-site and neighboring public parking facilities, and to authorize the interim Director of Public Works to provide 28 time-limit parking spaces along the Westside of La Cienega Boulevard from the Courthouse Driveway southward to 120th Street to supplement public parking in the Courthouse area.

On October 5, 2004, your Board instructed this office to prepare a parking management study of the Airport Courthouse and to report back in 90 days with any findings and recommendations for mitigation. This action was taken in response to concerns expressed by residents of the adjacent Del Aire community at recent Regional Planning Commission hearings regarding the proposed Pacific Concourse apartment project about parking shortages at the Courthouse causing parking overflow into the adjacent residential neighborhood located southwest of the Courthouse.

At the request of this office, the Internal Services Department commissioned Walker Parking Consultants to study Courthouse parking utilization and off-site parking impacts in the adjacent neighborhood and within the Pacific Concourse Business Park where the Courthouse is located. Additionally, Crane and Associates, a traffic and parking consultant commissioned by Trammel Crow Residential, the proponent of the apartment project, conducted a separate study of Courthouse parking. Both consultant reports are attached.

On-site parking at the Courthouse consists of 395 enclosed spaces in the parking structure and underneath the Courthouse building for judges, employees, and jurors and 64 metered surface spaces located along the driveway and around the Courthouse for public visitors. Of the 395 enclosed spaces, 274 spaces are available in the unsecured portions of the parking structure for employee and juror parking with the balance being secured parking for judges, Court Administration, District Attorney, and the Sheriff, primarily on the lower levels of the Courthouse building. Overflow juror parking is accommodated at the neighboring Pacifica Capital Group's (PCG) parking lot through validations paid by the Superior Court Juror Services. PCG's parking rates are \$1.25 for each 20-minute period with a \$10 maximum. During the period of January 1, 2004 through November 30, 2004, the number of juror validations averaged 207 per month. Overflow public parking can only be accommodated at either PCG's parking lot, or in the adjacent residential community, since on-street parking is currently prohibited along La Cienega Boulevard and Pacific Concourse Drive, and there are no other public parking lots in the business park or nearby. Both consultants concluded that public parking overflow into the adjacent residential neighborhood, during the time period studied, averaged between three to fourteen vehicles per day.

The overall conclusion reached by the parking studies is that on-site Courthouse parking is generally fully utilized on a daily basis, especially the 64 metered surface parking spaces for public use, but that improvements in signage are needed to better inform and direct jurors to the Courthouse parking structure or, in the event of overflow, to PCG's lot for validated parking and to inform and direct public visitors to the on-site metered surface parking or to PCG's parking lot at the above rates.

To further mitigate public parking overflow, this office requested the Department of Public Works (DPW), Traffic and Lighting Division, to study the feasibility of providing on-street parking along La Cienega Boulevard. DPW has concluded that a total of 28 parking spaces can be provided along the Westside of La Cienega Boulevard between the Courthouse Driveway and 120th Street at a cost of \$3,000 for re-striping the southbound traffic lanes and posting of signage. This proposed additional on-street parking in combination with the available public parking at PCG's lot and with the recommended improvements in signage to inform public visitors of appropriate available parking alternatives should substantially reduce, if not eliminate, overflow into the adjacent residential neighborhood.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed recommendations are consistent with the Board-approved County Strategic Plan Goal of Service Excellence and Community Service.

FISCAL IMPACT/FINANCING

The total cost to provide time-limit parking along La Cienega Boulevard will be \$3,000 which includes re-striping of traffic lanes and installation of signage. There will also be a minimal cost for the recommended signage improvements and for the incremental increase in on-street parking enforcement costs in the area which will be offset, at least partially, by fines imposed for parking violations.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Of the proposed 28 time-limit parking spaces to be provided along La Cienega Boulevard, 12 spaces, located immediately to the south of Courthouse, between the Courthouse driveway and Pacific Concourse Drive, will be restricted to a maximum of two-hour parking to provide for a greater degree of potential turnover. Sixteen spaces will be provided south of Pacific Concourse Drive to 120th Street, representing a distance of two to three blocks from the Courthouse grounds. These spaces will provide a maximum of four-hour parking. The posted parking restrictions will be Monday through Friday, beginning at 7:30 a.m. and ending at 5:30 p.m., one-half hour before and after the official 8:00 a.m. to 5:00 p.m. operating hours for the Courthouse.

It is anticipated that improved signage concerning the availability of on-site and adjacent public parking in combination with the proposed free time-limit parking in close proximity to the Courthouse should reduce or eliminate public parking overflow into the adjacent residential community. The Superior Court, the Department of Public Works, and the Internal Services Department have reviewed and concur with these recommendations.

ENVIRONMENTAL DOCUMENTATION

The provision of time-limit parking along an existing street or highway is categorically exempt from CEQA pursuant to Section 15301 (c) of the State CEQA Guidelines and Class 1 (x) (7) of the County's Environmental Document Reporting Procedures and Guidelines.


IMPACT ON CURRENT SERVICES (OR PROJECTS)

The recommended actions will have no impact on any current County services or projects.

CONCLUSION

It is requested that the Executive Officer of the Board of Supervisors return conformed copies of the adopted Board letter to the Interim Director of Public Works and to the Chief Administrative Officer.

Respectfully submitted,



DAVID E. JANSSEN
Chief Administrative Officer

DEJ:CWW
DS:pe

Attachments (2)

c: County Counsel
Executive Officer/Clerk of the Superior Court
Interim Director of Public Works
Director of Internal Services
Sheriff
Economic Development Corporation of Los Angeles County



WALKER
PARKING CONSULTANTS

Walker Parking Consultants
2550 Hollywood Way, Suite 303
Burbank, CA 91505

Voice: 818.953.9130
Fax: 818.953.9331
www.walkerparking.com

December 10, 2004

Nick Chico
Manager, Parking Services Section
Los Angeles County
Internal Services Department
500 W Temple Street, Room B-95
Los Angeles, CA 90012

Re: *Los Angeles County Airport Courthouse*

Dear Mr. Chico:

At your request, we performed two surveys with regards to the Los Angeles County Airport Courthouse. The first survey was to determine the number of courthouse visitors using the Pacific Concourse Business Park parking facility that is located adjacent to the Courthouse. The second survey was performed to determine the number of individuals who parked in the surrounding residential area and are going to the Courthouse. The results of the surveys are presented below.

Pacific Concourse Survey

The scope of this survey was to station a field auditor outside the Courthouse and observe the pedestrian traffic from the Pacific Concourse Business Park (PCBP) to the Courthouse. The survey was conducted from Monday, November 29 through Friday December 3 between the hours of 7:00 a.m. and 5:00 p.m. A spreadsheet with the results of the survey is provided on Table 1.

The peak increment on Monday, Tuesday, Wednesday and Thursday occurred between 8:30 a.m. and 8:45 a.m. The peak increment on Friday was between 8:45 a.m. and 9:00 a.m. After the morning peaks, the pedestrian traffic steadily declined until 11:00 a.m., at which point there is little to no foot traffic until approximately 1:30 p.m. The afternoon peak was relatively small in comparison to the morning peak.

The total usage of the PCBP parking facility by Courthouse visitors was very consistent on Monday, Tuesday, Wednesday and Thursday with a four-day average of 234 vehicles. The total number of vehicles parked on Friday was significantly less (156) than the prior four days.

Residential Area Survey

The scope of this survey was to conduct hourly vehicle counts of the streets surrounding the Courthouse. The area covered for this survey was Isis Avenue between W 116th Street and W 120th Street, W 118th Street east of Isis, W 118th Place east of Isis, W 119th Street east of Isis and W 119th Place east of Isis. Hourly counts were performed Monday, November 29 through Wednesday, December 1 between 8:00 a.m. and 3:00 p.m.



The intent of this survey was to determine the number of vehicles parked on the residential streets that were going to the Courthouse. It is important to note that there is an eight-foot wall that separates the residential area from the PCBP and the Courthouse. The only pedestrian access would be via a walkway at the eastern end of 119th Place. Any individual parking in the residential area would need to pass through this point and then walk up La Cienega Boulevard to the Courthouse or the PCBP.

Normal habit is that a parker will park his or her vehicle at a point closest to their final destination. The closest parking to the Courthouse available in the residential area would be the spaces at the eastern end of W 119th Place. Therefore the field auditor paid special attention to this area to determine how many of the vehicles parked here were leaving the residential area.

The results of the survey are provided on the attached Exhibits. The street with the most vehicles parked was W 119th Place with an average of 12 vehicles parked on the south block face and 12 vehicles on the north block face. This also happens to be the longest street in the survey area, which accounts for the greater number of vehicles parked along the street. At the eastern end of the street, the point where Courthouse visitors would park, the field auditor recorded four vehicles on Monday and three on Tuesday and Wednesday that looked like either Courthouse or PCBP visitors. These vehicles were parked in the eastern end of the street. The other vehicles parked on the street were scattered along the street, based on the location of the parked vehicles they either belonged to a resident or were visiting a resident.

The next busiest street was W 119th Street. This street also happens to be the second longest street in the survey area which accounts for the greater number of vehicles parked. All the other streets had anywhere from zero to eight vehicles parked on them at any given time. And these parked vehicles were either residents parking on the street or visitors to a residence.

If you have any questions regarding the above surveys, please feel free to give me a call.

Sincerely,

WALKER PARKING CONSULTANTS

Manuel Rubio
Director of Operations

AIRPORT COURTHOUSE
RESIDENTIAL AREA SURVEY



WALKER
PARKING CONSULTANTS

Week of November 29, 2004

	Mon 29-Nov	Tue 30-Nov	Wed 1-Dec	Thu 2-Dec	Fri 3-Dec
7:00 AM - 7:15 AM	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	1	0	0
7:30 AM - 7:45 AM	4	2	2	1	1
7:45 AM - 8:00 AM	3	1	2	1	2
8:00 AM - 8:15 AM	6	3	9	7	5
8:15 AM - 8:30 AM	34	27	32	31	13
8:30 AM - 8:45 AM	51	47	39	43	25
8:45 AM - 9:00 AM	43	42	36	30	28
9:00 AM - 9:15 AM	29	26	20	11	11
9:15 AM - 9:30 AM	19	11	11	17	27
9:30 AM - 9:45 AM	7	16	11	13	5
9:45 AM - 10:00 AM	11	15	15	10	8
10:00 AM - 10:15 AM	6	14	6	8	1
10:15 AM - 10:30 AM	5	5	4	17	3
10:30 AM - 10:45 AM	2	2	5	1	5
10:45 AM - 11:00 AM	1	3	6	5	3
11:00 AM - 11:15 AM	1	1	4	1	1
11:15 AM - 11:30 AM	1	0	3	1	3
11:30 AM - 11:45 AM	3	0	0	6	2
11:45 AM - 12:00 PM	1	0	0	0	1
12:00 PM - 12:15 PM	0	1	0	0	4
12:15 PM - 12:30 PM	0	0	1	0	0
12:30 PM - 12:45 PM	1	0	2	0	0
12:45 PM - 1:00 PM	2	0	0	0	1
1:00 PM - 1:15 PM	0	0	1	2	0
1:15 PM - 1:30 PM	3	6	5	4	1
1:30 PM - 1:45 PM	8	2	3	5	0
1:45 PM - 2:00 PM	3	2	1	8	1
2:00 PM - 2:15 PM	0	1	0	7	2
2:15 PM - 2:30 PM	0	0	3	4	0
2:30 PM - 2:45 PM	1	0	0	1	2
2:45 PM - 3:00 PM	0	0	1	0	0
3:00 PM - 3:15 PM	1	1	0	2	1
3:15 PM - 3:30 PM	0	0	0	0	0
3:30 PM - 3:45 PM	1	0	0	1	0
3:45 PM - 4:00 PM	1	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0
Total	248	228	223	237	156

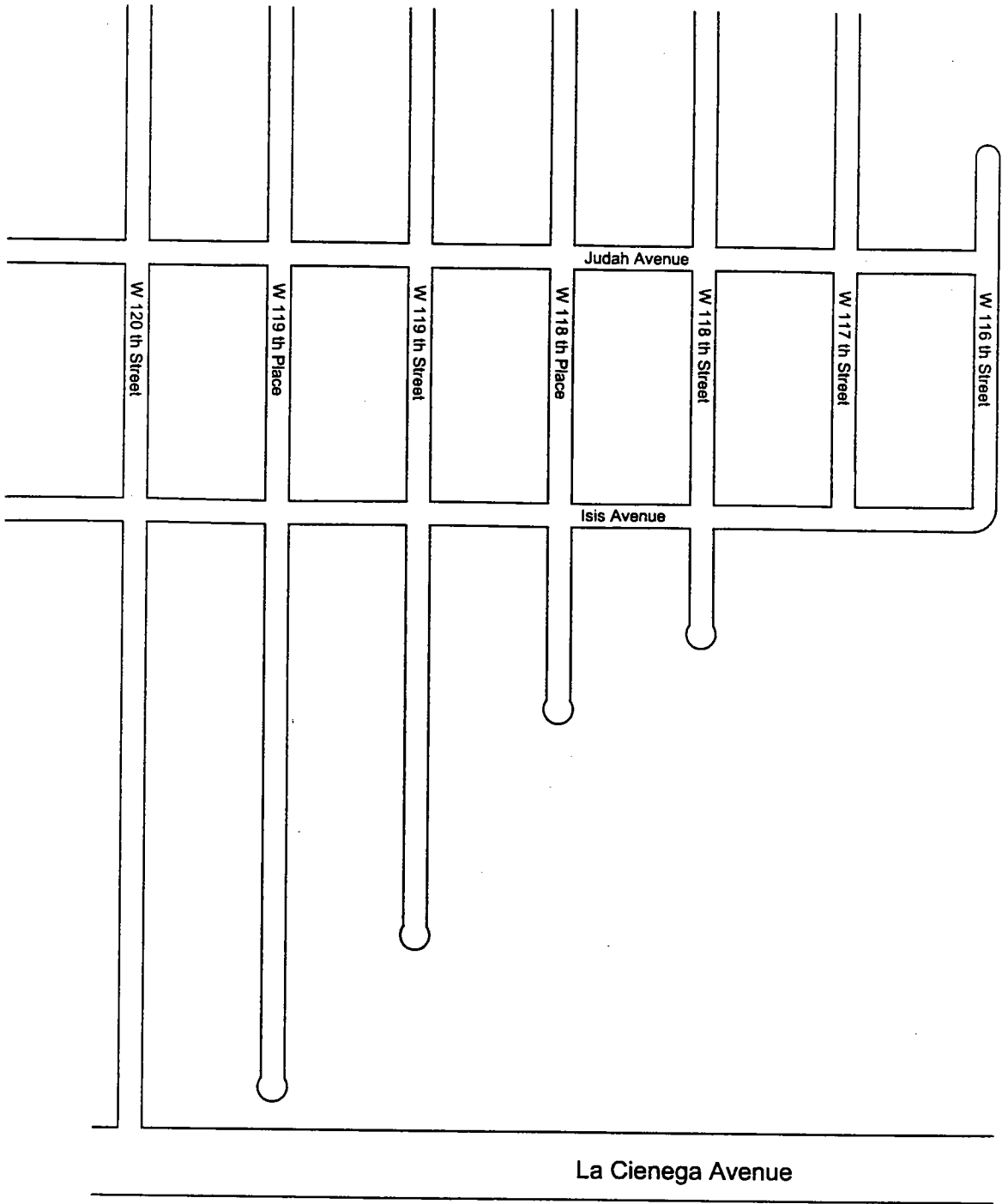
AIRPORT COURTHOUSE
RESIDENTIAL AREA SURVEY



WALKER
PARKING CONSULTANTS

Wednesday, December 1, 2004

	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00
Isis Avenue (East block face)								
From 120th Street to 119th Pla	2	2	2	2	3	3	3	3
119th Place To 119th Street	0	0	1	0	6	4	2	1
From 119th Street to 118th Pla	0	0	0	0	1	1	1	1
W. 118th Place to 118th Street	0	0	0	0	1	0	3	3
From 118th Street To 116th Str	4	4	4	4	5	5	6	5
Isis Avenue (West block face)								
From 116th Street to 117th Str	1	1	1	1	0	0	0	0
117th Street To 118th Street	1	1	1	1	0	1	0	0
From 118th Street to 118th Pla	0	0	0	0	0	1	0	1
118th Street to 119th Street								
From 119th Street to 119th Pla	1	1	1	1	1	0	0	0
119th Place to 120th Place	0	0	0	0	0	0	0	0
W. 119th Place								
Isis to Dead End (South block f	13	12	10	10	11	10	10	9
Dead End to Isis (North block f	11	13	12	12	9	9	8	9
W. 119th Street								
Isis to Dead End (South block f	9	8	9	9	7	7	7	6
Dead End to Isis (North block f	10	8	6	6	5	4	6	7
W. 118th Place								
Isis to Dead End (South block f	7	6	4	4	5	3	3	3
Dead End to Isis (North block f	5	4	4	4	5	5	3	4
W. 118th Street								
Isis to Dead End (South block f	0	0	0	0	2	0	0	0
Dead End to Isis (North block f	3	3	3	3	2	2	2	2



405 FWY



Crain & Associates

Of Southern California

FAX TRANSMITTED

October 22, 2004

2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
Telephone (310) 473-6508
Facsimile (310) 444-9771

Ms. Kim Paperin
Development Associate
Trammell Crow Residential
949 South Coast Drive - Suite 400
Costa Mesa, California 92626

RE: Pacific Concourse Parking Assessment

Dear Kim,

Pursuant to our recent conversations, Crain & Associates conducted a survey of the current parking utilization for the Los Angeles County Courthouse at the Pacific Concourse Business Park, including an assessment of potential "overflow" parking within nearby areas of the Del Aire neighborhood located generally west of the Courthouse. The results and conclusions of our investigation are summarized below.

On Site Courthouse Parking

The surveys were performed on Monday September 27, 2004 between the hours of 8:00 AM and 5:00 PM, which encompass the Courthouse's operating hours (8:30 AM to 4:30 PM). During the survey period, hourly parking "sweeps", physical counts of parked vehicles, were conducted for the Courthouse metered-space surface lot, within the adjacent multi-level parking structure (parking for employees and jurors only), and in the northern portion of the nearby Pacifica surface parking lot, which allows specified sections of the lot to accommodate excess Courthouse parking. The Courthouse's metered surface parking lot contains a total of 64 parking spaces, while the nearby parking structure contains a total of 306 spaces in three levels plus rooftop parking. The Pacifica parking lot included in the surveys included the surface parking lot located at the northern portion of the site, west of the Courthouse. This area contains a total of approximately 282 parking spaces for employees and visitors to the Pacifica business. Of these 282 spaces, approximately 220 parking spaces are indicated to be available for Courthouse employees, jurors, and visitors through temporary signage within the parking lot. However, there is no clear delineation of Pacifica and Courthouse parking, and the two uses intermix throughout the lot. Courthouse overflow parking is requested to place placards in their windows indicating "Courthouse", but many fail to do so, and as such distinguishing Pacifica parking from Courthouse overflow parking is difficult. Therefore, during the parking surveys, the utilization of this entire section of the Pacifica parking lot was counted with no specific attempt to isolate Courthouse parking alone.

Letter to Ms. Kim Paperin
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Courthouse Lot and Parking Structure - The surveys of the Courthouse parking indicated that, as expected, the Courthouse metered parking lot was generally full throughout the day, with up to 100 percent utilization between 9:00 and 11:00 AM. Use of the lot generally decreased somewhat during the afternoon, but still reached 62 spaces (97 percent) between 2:00 and 3:00 PM. Parking at the meters is limited to four hours, at a cost of 25¢ for each 15 minutes. The parking structure, utilized by jurors and employees of the Courthouse free of charge, was also highly used during the survey period, with between 265 and 300 of the available 306 spaces (87 to 97 percent) occupied during the morning. Again, parking utilization tapered off during the afternoon, although the 2:00 to 3:00 PM period showed increased parking, to 295 spaces (96 percent of capacity).

Pacifica Overflow Parking Lot - Because the Courthouse surface lot and parking structure were generally full, the Pacifica lot also experienced some Courthouse parking overflow, although it's utilization (including Pacifica employees and visitors) did not approach its capacity. At the maximum utilization (9:00 AM), a total of approximately 217 of the 282 spaces were occupied (77 percent). In general, however, except for the hours between 9:00 and 11:00 AM, when the lot was between 70 and 77 percent utilized (between 197 and 217 spaces occupied), the Pacifica parking lot was used by less than approximately 150 vehicles, or only about half its capacity. Note that jurors and witnesses using the Pacifica "overflow" parking lot for Courthouse-related activities receive validated parking. Other Courthouse visitors or guests utilizing this lot do not receive validated parking, and are subject to the typical parking rates for the Pacifica lot of \$1.25 per 20 minutes, with a maximum charge of \$10.00 per day.

In total, the three parking facilities available to the Courthouse were relatively well used during the morning, with between 80 and 90 percent utilization (550 to 573 vehicles). However, parking use dropped off in the afternoon, generally hovering at about 50 to 60 percent (except for the 2:00 to 3:00 PM spike, which reached about 77 percent utilization). Therefore, although the on site and adjacent Courthouse parking is well utilized, at the peak utilization, the three facilities showed an available capacity of approximately 80 spaces.

Off Site Courthouse Parking (In Del Aire Neighborhood)

During this same period, the parking surveys in the Del Aire neighborhood indicated that a total of about 55 to 65 vehicles were parked along the various streets in the survey area, which was bounded by Judah Avenue on the west, Isis Avenue on the east (except for the 118th Street and 118th Place cul-de-sacs, which extend easterly from Isis Avenue), 118th Place on the south, and 116th Street on the north. This area was selected as the one closest to the Pacifica and Courthouse buildings, and which may also be used for Courthouse overflow parking or by those individuals who do not want to pay for parking in the Courthouse/Pacifica lots. As you know, although this area is physically separated from the Pacific Concourse Business Park by a wall and/or fence, Del Aire residents indicate that overflow Courthouse parking does occur within their neighborhood.

Letter to Ms. Kim Paperin
October 22, 2004
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However, of the vehicles parked within the survey area, many of the vehicles were either obviously related to residential activity (vehicles with boats, RV's, etc.) or were parked in the same location in front of specific houses throughout the entire day. Many of the parked vehicles were located far enough away from the Courthouse within the neighborhood (with adequate parking closer to the site), that they were assumed to be residential use related. While these assumptions cannot be completely validated, the day-long observations strongly suggest that these vehicles were not the result of Courthouse-related parking.

Discounting these assumed neighborhood resident vehicles, the total number of vehicles observed to enter, park, and leave the neighborhood survey area during the day was determined. This adjustment resulted in a total maximum of 24 vehicles parked within the survey area that could not be generally assumed to be neighborhood related, although that peak occurred at approximately 4:00 PM, when some residents may have been returning home. During the course of the day, however, potential non-resident parking fluctuated between about 10 and 14 vehicles within the entire six-block survey area. While this may be evidence of some nominal amount of Courthouse parking in the neighborhood (some observations taken during the day suggest that this is the case), this potential appears to create a relatively minor impact in consideration of the overall sparsely parked conditions in the portion of the Del Aire neighborhood observed during the survey period.

The results of the parking surveys described above, including both the Courthouse parking facilities and the Del Aire neighborhood observations, are summarized in the attached table. In conclusion, the results of our observations indicate that the Courthouse parking is relatively well utilized, with some of the facilities approaching or reaching full occupancy during the morning. However, these observations do not show a high degree of potential Courthouse "overflow" parking in the Del Aire neighborhood immediately west of the site, where in general, less than 15 non-resident vehicles were observed at any time during the day.

Observations at the Courthouse parking facilities indicated that at least some of the few potentially courthouse-related vehicles that park in the Del Aire neighborhood might park on site with better management of the available on site spaces. For instance, permanent monument signage opposite the entrance to the Courthouse parking structure indicates that public parking is available in that structure. However, temporary "No Public Parking" signs posted at the driveway entrance notes that the parking structure is for jurors and employees only, leading to confusion. Additionally, there is no signage at all directing Courthouse visitors to the Pacifica parking lot if the surface metered lot is full. From all appearances, the Pacifica lot is not associated with the Courthouse, again leading to the impression that, if the metered spaces are full, no additional Courthouse parking is available. Since on street parking on La Cienega Boulevard and Pacific Concourse Drive is not permitted, frustrated visitors may find their way to the "nearest" perceived parking, which is on 120th Street west of La Cienega Boulevard, or on the neighborhood streets within Del Aire.

Letter to Ms. Kim Paperin
October 22, 2004
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It is important to note that the proposed Trammell Crow residential project will not affect the parking activity at the Courthouse or surrounding area in any way. The proposed project is not removing any of the existing Courthouse parking, and is designed to provide an average of 1.8 parking spaces per residential unit on site, which will be more than adequate for all residents and guests of the project. No utilization of the adjacent Courthouse metered parking or Pacifica parking lots is anticipated. Likewise, access to the residential project's parking facilities will be monitored and controlled, and Courthouse parking within the Trammell Crow site will be prohibited.

If you have any questions or comments, please feel free to give me a call.

Sincerely,

Ron Hirsch
Senior Transportation Planner

RH
C15219
Attachment

Cc: Estela de Llanos
Don Simpson

**Los Angeles County Courthouse
Parking Utilization Survey
Monday September 27, 2004**

Time of Day	Vehicles Parked at/for Courthouse				
	Metered Parking (64)	Parking Structure (306)	Pacifica Lot (282)	Total Parking (652)	Percent of Total Supply
8:00 AM	33	220	153	406	62.3%
9:00 AM	64	265	217	546	83.7%
10:00 AM	64	298	211	573	87.9%
11:00 AM	64	292	197	553	84.8%
12:00 PM	58	179	153	390	59.8%
1:00 PM	50	171	139	360	55.2%
2:00 PM	62	295	142	499	76.5%
3:00 PM	52	167	129	348	53.4%
4:00 PM	46	147	120	313	48.0%

Time of Day	Vehicles Parked in Del Aire Near Courthouse						Potential Courthouse Parking Overflow
	116th St.	117th St.	118th St.	118th Pl.	Isis Ave.	Total	
8:00 AM	16	9	15	12	5	57	14
9:00 AM	16	10	14	12	3	55	12
10:00 AM	17	9	15	13	3	57	14
11:00 AM	14	11	12	12	4	53	10
12:00 PM	16	9	17	10	3	55	12
1:00 PM	18	8	15	9	3	53	10
2:00 PM	18	9	17	8	4	56	13
3:00 PM	19	14	14	11	5	63	20
4:00 PM	17	15	17	12	6	67	24
Assumed Resident Vehicles	14	6	12	8	3	43	